

A Ditching Dirty Diesel Collaborative report

**By the Pacific Institute
and community, environmental &
labor groups**

throughout California:

Bayview Hunters Point Community Advocates *
Center for Community Action and
Environmental Justice * Coalition for Clean Air *
East Yard Communities for Environmental
Justice * Fresno Metro Ministries * Healthy San
Leandro Collaborative * International Longshore
and Warehouse Union Local 10 * Long Beach
Alliance for Children with Asthma * Merced
Alliance for Responsible Growth * Natural
Resources Defense Council * Neighborhood
House of North Richmond * Association of
Irrigated Residents * West Oakland
Environmental Indicators Project * Wilmington
Coalition for a Safe Environment

Methods

- Present the community and environmental health impacts of goods movement in California
 - Health costs quantified by the California Air Resources Board
 - Non-quantifiable impacts experienced by community residents and workers
- Discuss costs of implementing pollution prevention measures in the context of revenues earned

Methods

- Review literature on health impacts of goods movement
- Present testimonials from 14 community residents living adjacent to goods movement hubs
 - Seaports
 - Railyards
 - Distribution Centers
 - Highways
 - Airports

Methods

- Calculate revenue earned by companies that own and /or move cargo through California
- Estimate revenues attributable to California's freight transport infrastructure.
- Compare these revenues to the costs of implementing CARB's goods movement emission reduction measures
- Sectors looked at:
 - Top importers of containerized goods into U.S.
 - Top exporters of containerized goods from U.S.
 - Shipping Companies
 - Railroad Companies
 - Air Freight Delivery companies

Findings

- Community & environmental health impacts are significant, beyond CARB's quantification of health impacts
 - Use of local streets by trucks results in hazards to children & other pedestrians
 - Noise generated by goods movement is linked to increased risk of heart attacks, poor school performance
- Communities adjacent to freight transport hubs are disproportionately low-income & minority – this is an environmental justice issue

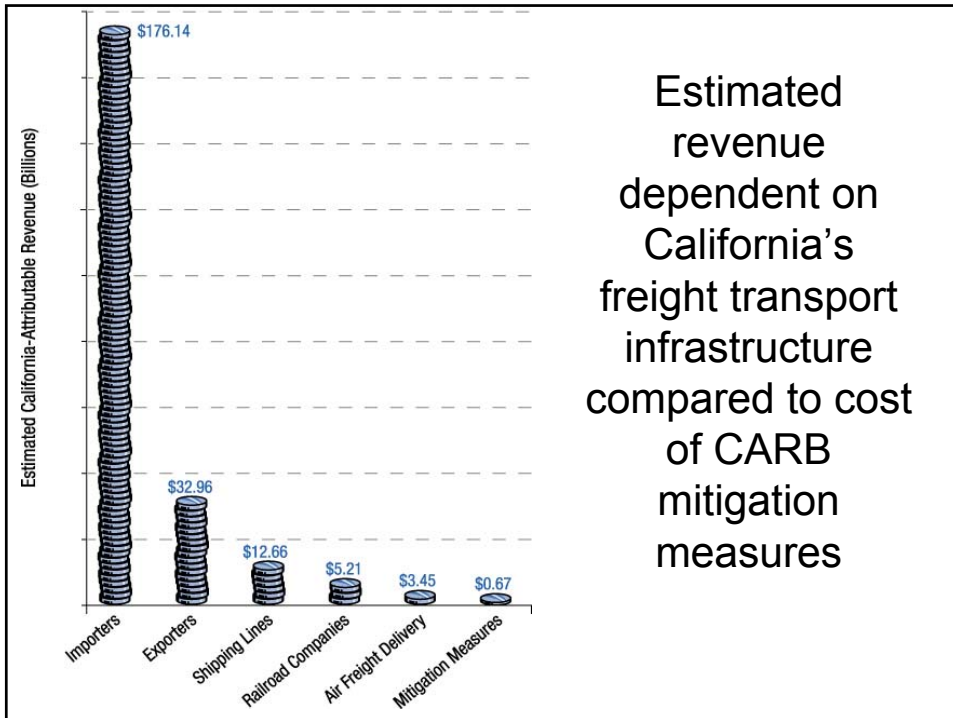
	Median Income	% People of Color
California	\$47,493	53%
Profiled communities	\$31,829	79%

Findings

For both California-attributable earnings and total value of goods imported / exported, mitigation costs are a fraction of a penny per dollar (one sixth to one third of a penny)

2005 Estimated Value of Imported / Exported Goods Transported Through California	Annual Costs (in 2005 Dollars) of Mitigation Measures	Mitigation Costs per Dollar of Value of Goods Imported and Exported through California
\$457 billion	\$0.667 billion	\$0.0015

2005 Estimated California-Attributable Revenue for Corporations Benefiting from Freight Transport	Annual Costs (in 2005 Dollars) of Mitigation Measures (Upper Estimate)	Mitigation Costs per Dollar of Estimated California-Dependent Industry Revenue
\$231.1 billion	\$0.667 billion	\$0.0029



Caveats

- California-attributable revenues are likely an underestimate
 - Top 10 importers brought in 2.6 million containers into U.S. in 2005, while California ports processed 7.4 million import containers
 - Not all companies reported revenues

Discussion

- The costs to implement CARB Goods Movement Emissions Reduction Measures are a fraction of a penny per dollar of the value of products imported / exported through California, and of total revenues generated by goods movement infrastructure in California
- Goods Movement via airports generates significant community & environmental health impacts that are not currently accounted for

Discussion

- The real infrastructure & planning needs of freight transport impacted communities are not being addressed through current Goods Movement infrastructure proposals
- Californians are subsidizing goods movement infrastructure with tax dollars and personal health costs

Recommendations

- Cargo owners and transporters should be paying for the full costs of doing business, including costs to prevent health burden currently borne by California residents
- Paying to implement mitigation measures does not present a significant financial burden to cargo owners and transporters
- All of the health, economic and quality of life impacts need to be addressed before any goods movement infrastructure expansions are pondered.

Recommendations

- CARB's ERP measures move forward ASAP, and more measures need to be developed to address the remaining air quality and health impacts
 - This effort must continue until every single community near a freight transport hub has healthy air quality and a clean, safe environment.
- Communities facing highest exposures from goods movement must be prioritized for reductions
 - In cases where impacted communities have identified solutions, these solutions should be prioritized for inclusion in statewide goods movement infrastructure needs

Conclusion

California can have a thriving goods movement industry while protecting the health of its residents



For More Information

Report can be downloaded at:

http://www.pacinst.org/reports/freight_transport/

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